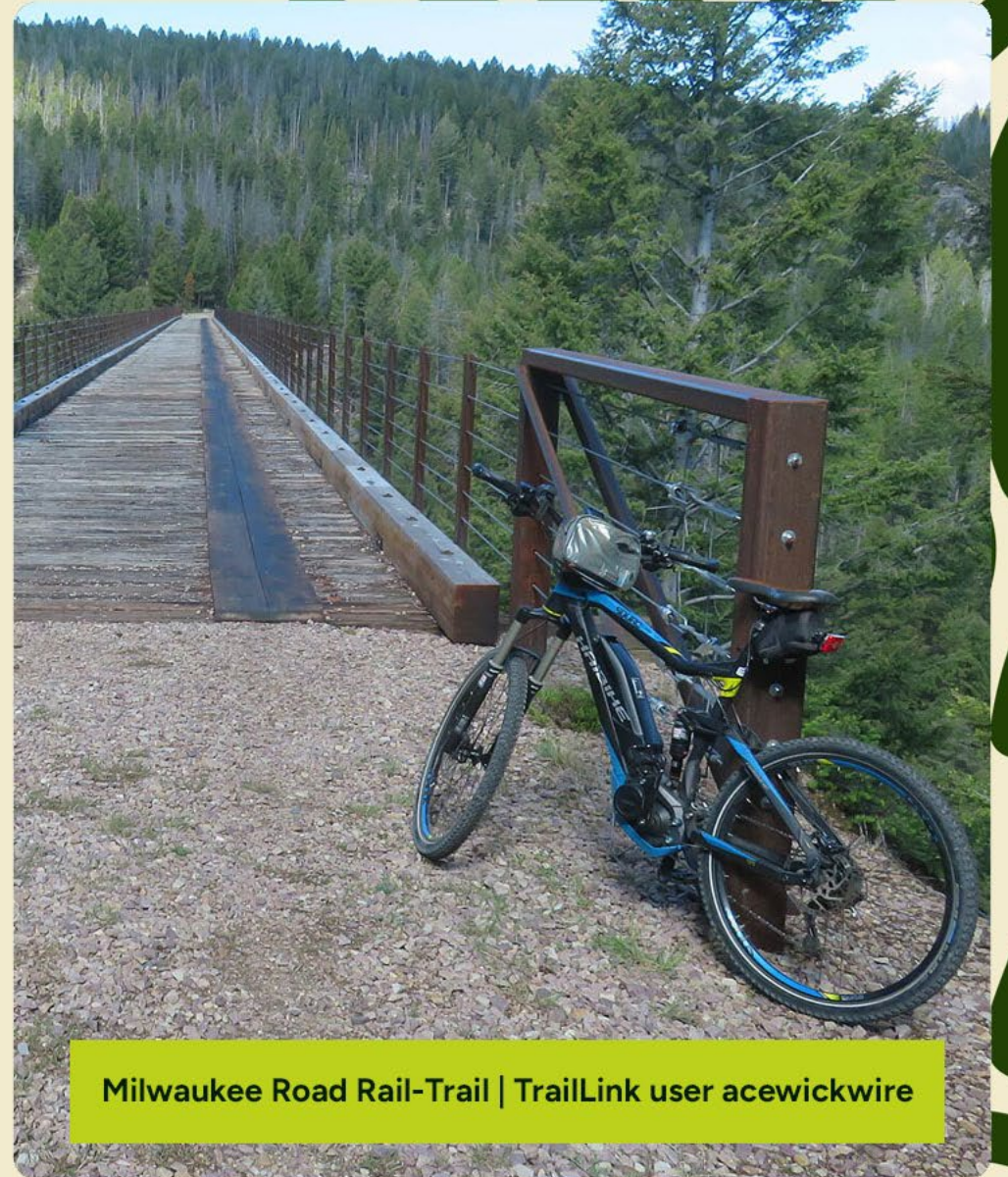


SEPT. 25, 2024

TRADE Talk: State Innovations for Transportation Alternatives



Milwaukee Road Rail-Trail | TrailLink user acewickwire

THE NATION'S LARGEST TRAILS, WALKING AND BIKING
ADVOCACY ORGANIZATION

Our Mission

We are building a nation connected by trails, reimagining public spaces to create safe ways for everyone to walk, bike and be active outdoors.



Washington D.C's Met Branch Trail

Meet Our Panelists



Dave Holien, Transportation Alternatives Engineer at Montana Department of Transportation



Jennifer Kramer, Active Transportation Manager at Kansas Department of Transportation



Mike Smith, Transportation Alternatives Program Manager at Michigan Department of Transportation



Technical Support

In the event you run into technical difficulties, here's how to troubleshoot:

- Log out and back into the webinar
- Listen by phone: +1 309 205 3325 US; meeting ID: 827 2296 5092
- Browse Zoom Customer Support topics & contact Customer Support:
<https://support.zoom.us>

Live transcription is enabled for this webinar

Transportation Alternatives Spending Report FY 1992-2023



Helps stakeholders at the federal, state and local levels understand and make effective use of the Transportation Alternatives Set-Aside (TASA) program

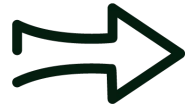


Provides transparency, promotes best practices, and provides citizens, professionals and policymakers with information and access to funding data.

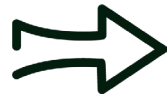


Data Sources: FHWA's Financial Management Information System (FMIS) and RTC's direct data requests to state department of transportation (DOT) staff.

Why TRADE?



Cumulative data as well as annual data

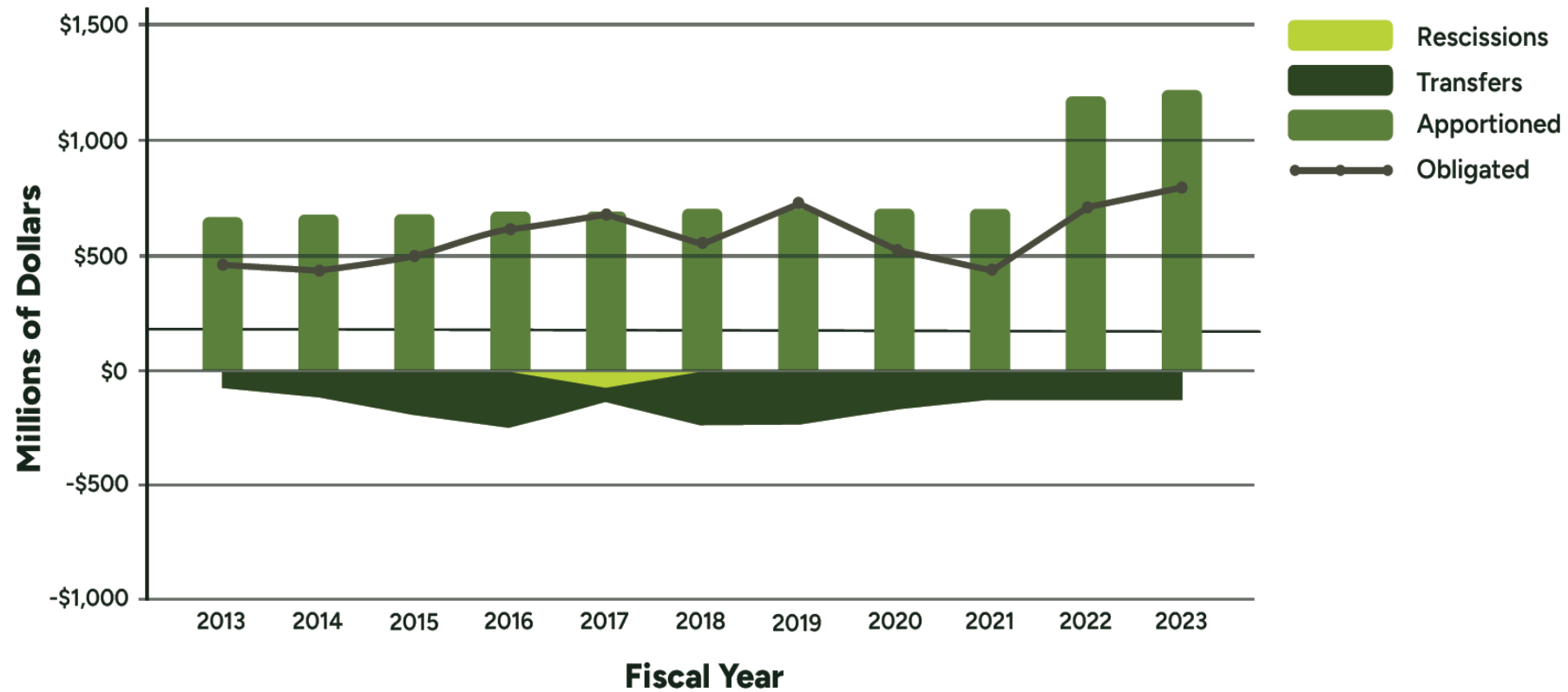


More specific data than what is collected annually by FHWA



In depth analysis of data and commentary on best practices

Apportionments, Obligations, Transfers and Rescissions by Year FY 2012-2023



FY2023 Highlights

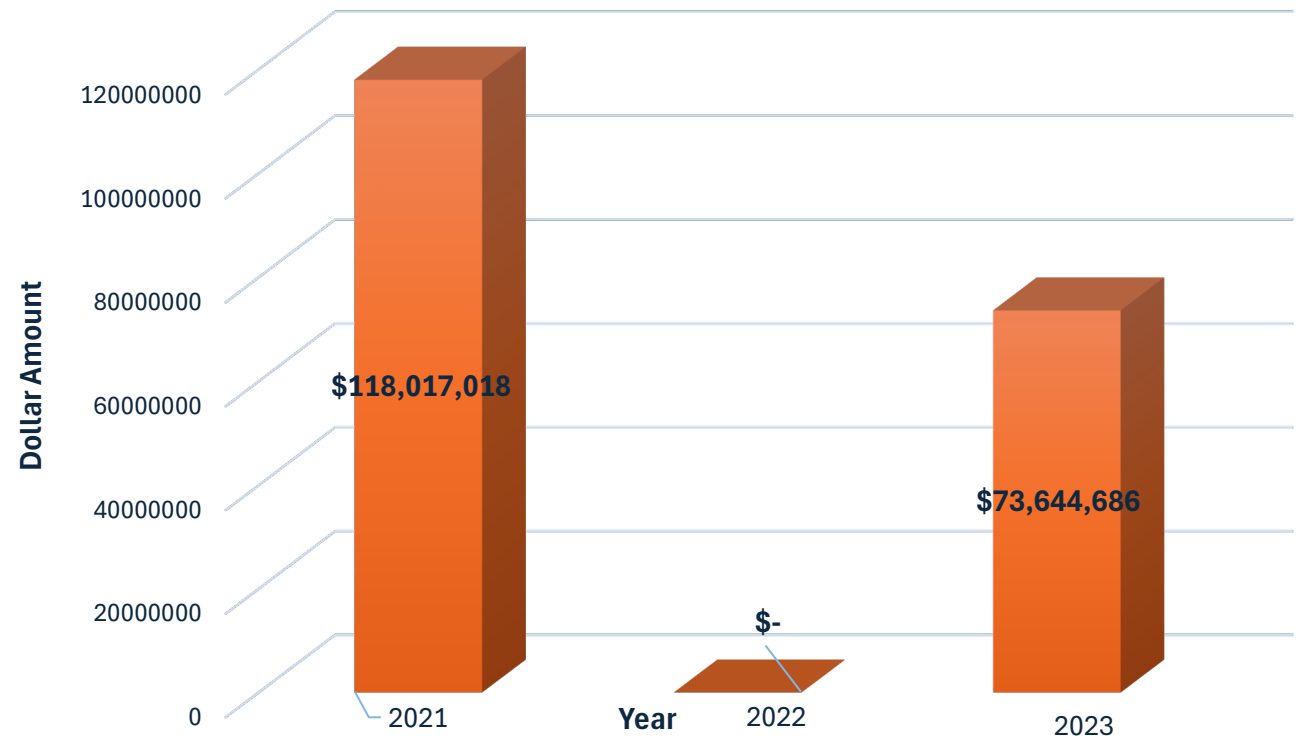
- A total of \$1.33 billion was apportioned to the states for the TA program in fiscal year (FY) 2023, in contrast to \$1.30 billion in FY2022.
- Obligation rates were 62% of apportioned funds, up from 60% in FY2022 but below the long-term average.
- For FY2023, the national obligation rate for MPOs was lower than for state agencies, at 54% and 76% respectively.



FY2023 Highlights

- First year of BIL, FHWA established a moratorium on states diverting funds for purposes ineligible under TASA.
- In FY23, under Congressional restrictions set in BIL, FHWA allowed five states to make inter-program transfers.

Inter-Program Transfers



Key Takeaways

- Some states are implementing reforms to better deliver on Transportation Alternatives
- Sharper focus on equity and safety
- Restricting transfers has reduced the amount of funds lost, ensuring that more are used for their intended purpose



Key Takeaways

- With TA funds increasing by an average of 70% over the five-year period of BIL, states have increased award size. As of FY 2023, the average federal project award was \$1.41 million, up from \$776,381 in FY 2021 and \$421,219 nationwide in FY 2019.
- With larger project awards, we are seeing more strategic projects that better advance key objectives such as connecting people to routine destinations.



THE CIRCUIT TRAILS DIAGRAMMATIC MAP



TA Program Application Reimbursement

Dave Holien, P.E.



MONTANA
Department of Transportation

Application Reimbursement

- Current IIJA allows for States to allocate up to 5% of TA funding to provide technical assistance
- Montana – Rural, small towns, lacking qualified engineering staff/grant writers
- \$5,000 “application reimbursement” for small, disadvantaged communities
- FARs compliant costs
- 2023 – 14 communities took advantage of the reimbursement
- \$56,000 TA funds and \$9,000 State matching funds
- \$65,000 total



- 2023 – planned for \$170,000 (Incl. TA and State match)
- Only used \$65,000
- Of the 14 applications, 3 were successful with an awarded project
- 2025 – planned to set aside \$75,000 for application reimbursements
- OT Phase is used for this “annual program”
- No contracts with the project applicants are required
- Montana TA Applications are high level and discuss project benefits, conceptual design, and risk elements
- Detailed design is not included and not required
- Some applications do provide a higher level of design, but that is optional

- Intended to provide assurance that the local doesn't "lose" the funding if their application isn't selected
- Risk of failure is removed
- Some applications cost more than \$5,000
- If unsuccessful, feedback and coaching is provided
- High success rate for second time applicants



Questions?

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Using Highway Safety Improvement Program (HSIP) Funding Towards TA

RTC TrADE Webinar

September 25, 2024

Jenny Kramer | Active Transportation Manager | KDOT



Vulnerable Road User Safety Assessment

1. Data Analysis
2. Workshops with Local Public Agencies
3. Strategic Highway Safety Plan Recommendations
4. Implementation Guidance



Announcing the
**Kansas Vulnerable
Road User Safety
Assessment
Tool**



Vulnerable Road User Safety Assessment Tool

Kansas Vulnerable Road User Safety Assessment Tool
An Addendum to the Kansas Strategic Highway Safety Plan

VRU Priority Corridor Selector

KDOT District Selector
County Selector
City Selector
State/Local Road Selector
Area Type Selector
Near Trauma Center Selector

VRU Priority Corridor Mileage by Priority Level

Priority Level	Mileage
Priority 1	154.1 miles
Priority 2	315.9 miles
Priority 3	6.7k miles
Priority 4	207.9 miles

Mileage of VRU Priority Corridors Within Each City

City	Total within City	Local	State
Wichita	361.49 miles	297.06 miles	64.43 miles
Overland Park	132.33 miles	114.35 miles	17.98 miles
Kansas City	111.09 miles	74.14 miles	36.95 miles
Topeka	92.94 miles	47.02 miles	45.92 miles

VRU Priority Corridor Information

VRU Priority Corridors were established through a process of identifying locations where pedestrian and cyclist injury from crashes occurred and where risk factors for these types of crashes were reoccurring. Agencies should consider safety countermeasures involving education, enforcement, engineering, or emergency response for these corridors. In total, four priority levels were established as follows:

- Priority Level 1 includes corridors that are on both the High Injury Network and the High Risk Network.
- Priority Level 2 includes corridors on the HIN (highest) or the HRN (highest).
- Priority Level 3 includes corridors on the HRN (moderate-higher) but not on the HIN.
- Priority Level 4 includes corridors on the HIN (moderate-higher) but not on the HRN.

In the following tab, you'll find a table containing information about the Priority Corridors. It's sorted to display the highest risk score within the current map extent at the top.

Disclaimer: The website is subject to 23 U.S.C. 407.

Learn more:



<https://www.ksdot.gov/transportationsafety.asp>



TA and HSIP Collaboration

- In response to the results of the Kansas Vulnerable Road User Safety Assessment:
 - The Bureau of Transportation Safety committed up to \$3M per year for next two years of Highway Safety Improvement Program (HSIP) to go towards TA
 - Fatalities among VRUs in Kansas remains under 15% therefore not required to use HSIP, however, Kansas has chosen to be proactive



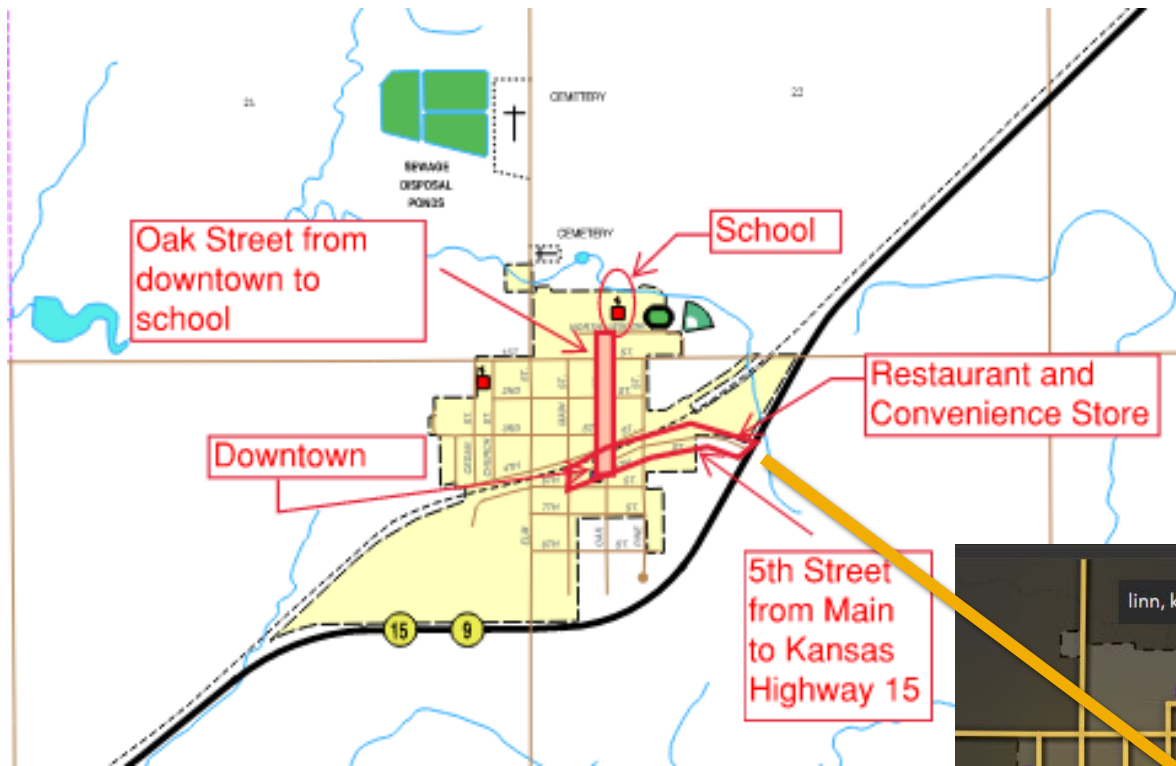
HSIP and TA

HSIP funds were used to match projects that demonstrated a proven safety benefit, for example:

- **Was located on a High Injury and/or High-Risk Network (Priority Levels 1 and 2)**
- **Included safety countermeasures, e.g.:**
 - Speed management
 - Traffic control measures
 - Facilities that separate pedestrians and cyclists from motor vehicles
 - Side paths parallel to primary corridors, e.g., along freeway or busy roads
- **Focused on Safe Routes to School**
- **No separate application required**

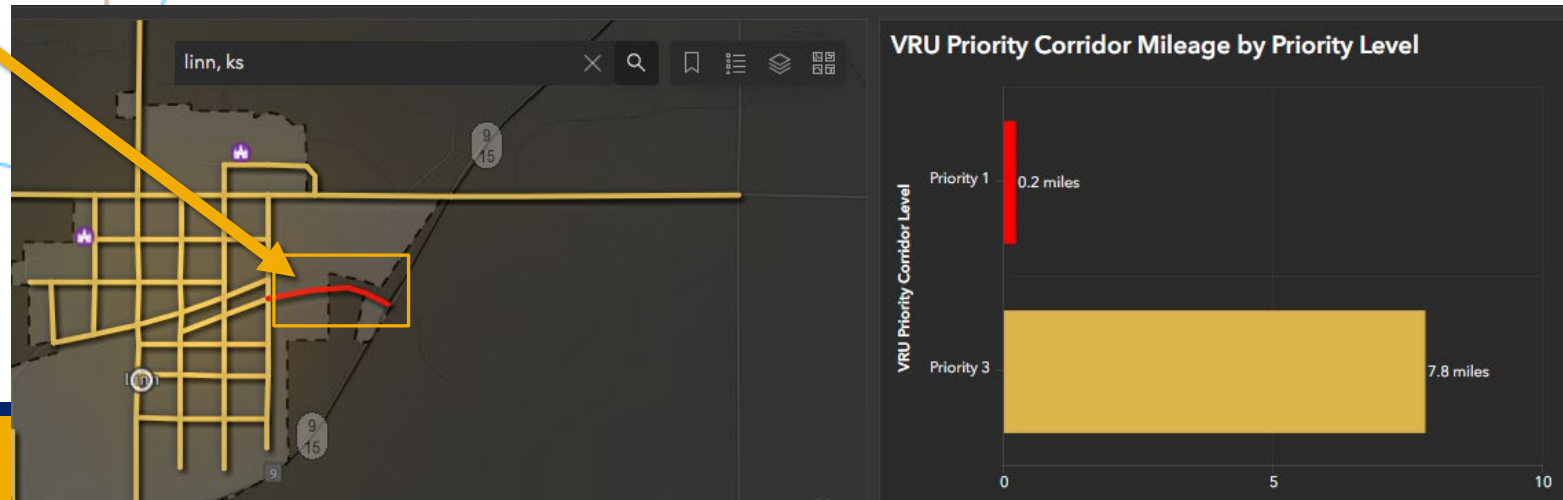


Linn, Kansas TA Application

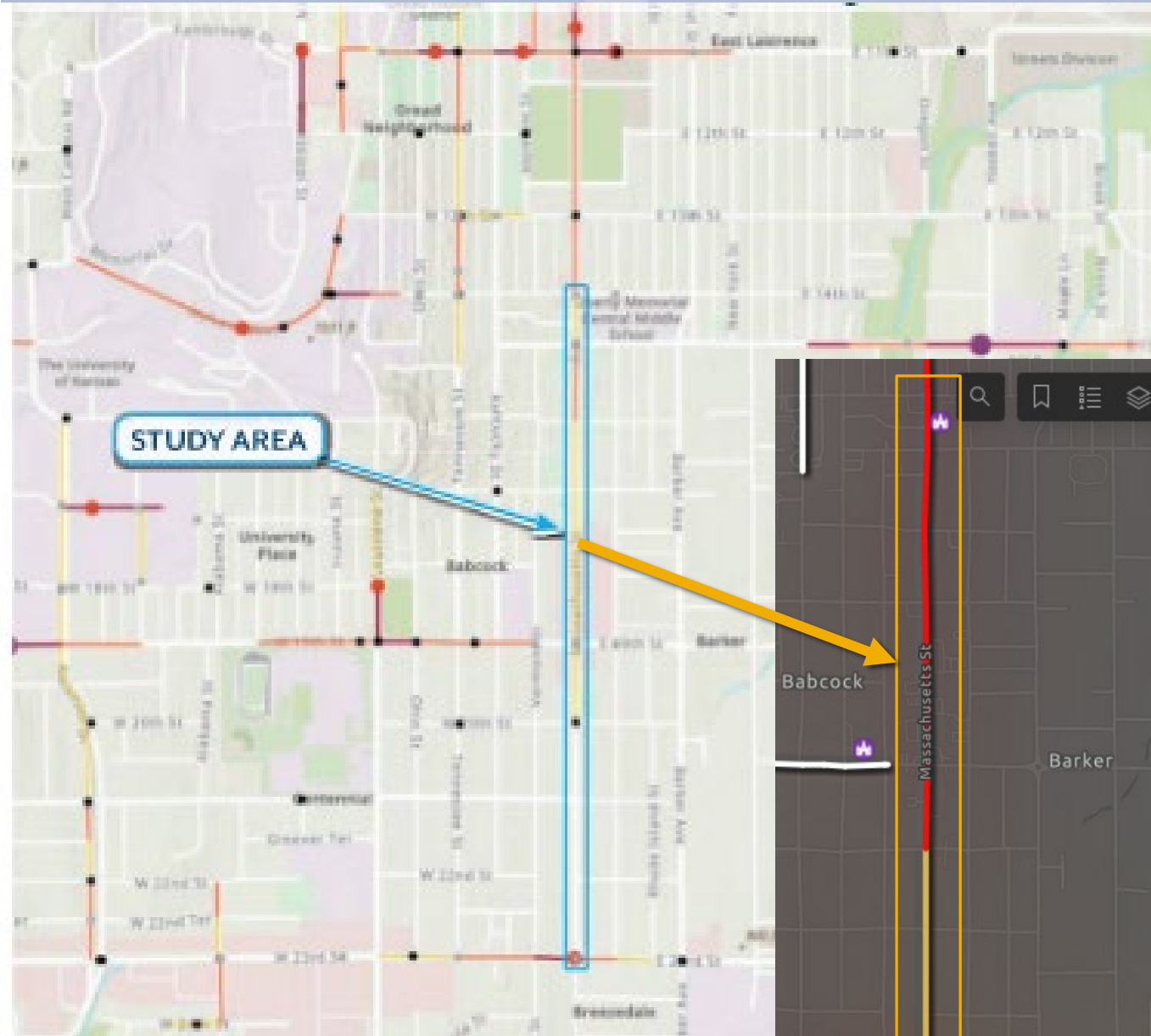


Countermeasures:

- Side path on a Priority 1 network
- Sidewalks to school along Priority 3 networks

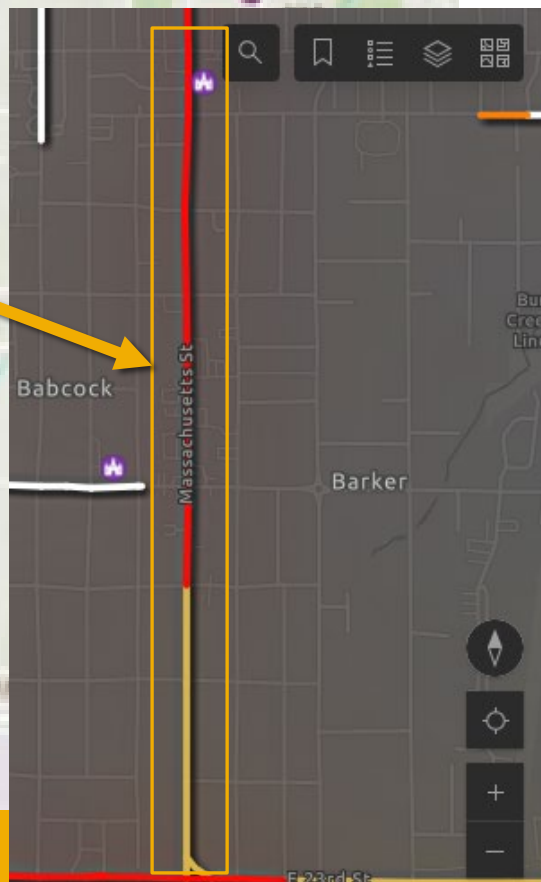


Lawrence TA Application – Mass Street Multimodal Improvements

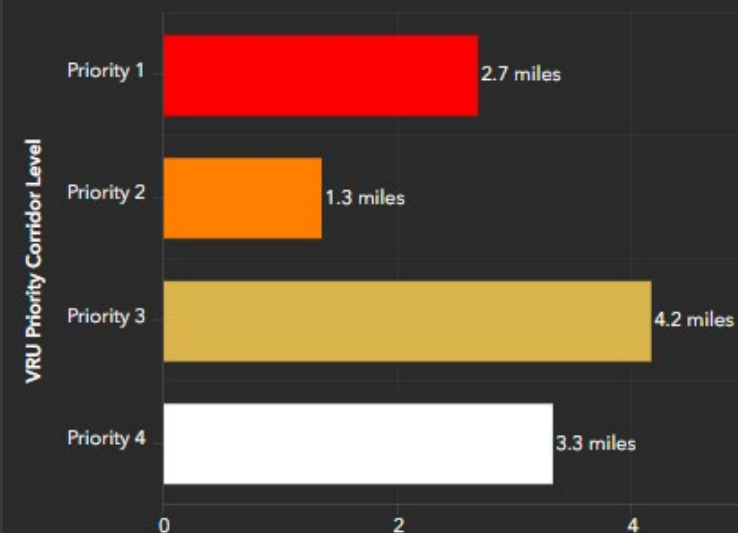


Countermeasures:

- Speed management: road diet
- Traffic control: mid-block crossing, turning restrictions, Pedestrian Hybrid Beacon
- Separated bike lanes



VRU Priority Corridor Mileage by Priority Level



Last update: 7 seconds ago

Priority Level System Type Roadway Type Info

Mileage of VRU Priority Corridors Within Each City

Search...

Outcome of 2024 TA Round of Applications

17 out of 31 TA-funded projects will receive HSIP funds:

- Had to demonstrate a clear safety benefit
- Safe Routes to School projects automatically eligible

Countermeasures included in selected projects:

- Walkways
- High visibility crossings
- Rectangular Flashing Beacons and Pedestrian Hybrid Beacons
- Bulb-outs
- Pedestrian refuge islands
- Road diets and narrowed lanes



Lessons Learned

- **Matching**
 - **HSIP can be used to fund TA projects at 100% on eligible safety projects**
 - **However, HSIP is federal and is not exempt from the program level 80/20 federal/non-federal match requirement**
 - **A mix of local and state funds were used to meet the required 80/20 match**
 - Kansas has dedicated multimodal funds that can be used towards active transportation projects
 - **Allow applicants to make it clear on application, how much of the match, if any can be provided locally**
 - Consider assigning extra points if a community can provide more than the 20%
 - Expect larger, high-resource communities to commit some level of match to help meet the 80/20 program level federal/non-federal match requirement



Lessons Learned

- **Communication**
 - **Work closely with your FHWA representative and HSIP program manager on eligibility of projects and program requirements**
 - What is eligible may vary based on interpretation
 - **If exploring using HSIP as match on individual projects, consider a pre-application or concept phase to determine if project is primarily safety focused and therefore eligible for HSIP**
 - Some communities may not be able to apply unless the match is partially or fully covered
 - May allow communities to “make” their project HSIP eligible by adding safety features or including routes on high risk and/or high injury networks
 - **Require applicants to demonstrate safety benefit of proposed project on application and list and describe countermeasures**
 - **Dedicated state funding for active transportation allows for flexibility to fund projects not *clearly* eligible for HSIP such as rail trails and meet the non-federal program match requirement**



Thank You!

**Jenny Kramer, Active Transportation Manager
Bureau of Multimodal Transportation
Kansas Department of Transportation
Jenny.Kramer@ks.gov**



Michigan Department of Transportation
Office of Economic Development



Safe Routes to School

Mike Smith - TAP Manager

www.Michigan.gov/TAP

smithm13@michigan.gov

TAP Project Pipeline Development

Bagley St. Bridge over Thunder Bay River
Alpena, MI

TAP Project Pipeline Development



Safe Routes to School Sidewalk
Swan Valley Schools, Saginaw County, MI

- ❖ Grant Coordinator Role
- ❖ Technical Review Process
- ❖ Conditional Commitment
- ❖ New Innovations In Progress

Grant Coordinator Role

Reduces burden on local agencies:

- Provides education & guidance early during idea stage
- Single point of contact for applicant
- Old way – apply to everything and see what sticks = maximum cost
- New way – target applications to the most likely funding source = minimum cost
- Wrap around programming and guidance

This role helps remove a barrier for distressed communities



Nine Mile Road Streetscape
Oakland County, MI



Petoskey-to-Alanson Rail-Trail
Emmet County, MI

Technical Review Process

MDOT technical experts assist local agencies at no cost:

- Identify potential constructability issues
- Generate ideas for solutions
- Continue working toward solutions across multiple review cycles

This process helps ensure all communities can succeed

Conditional Commitment

Formal written pledge from MDOT

Promise of future year construction funding:

- Provides applicant with confidence to proceed with acquisition and design, knowing construction funding will be there
- Applicant uses to leverage acquisition and design funding, as well as construction match funding



Dequindre Cut Phase II
Detroit, MI

TAP Innovations In Progress

TAP Pilot Walkability Action Institute

- MDOT Partnership with Michigan Department of Health and Human Services
- National Center for Disease Control Training Protocol through National Association of Chronic Disease Directors
 - Established national walkability experts
- Free training to 8 local communities
 - High disease burden areas
 - Lacking in active transportation facilities
 - Lacking in local staff capacity
 - Have vulnerable user safety concerns
- Includes basic level engineering support (Toole Design)
 - Average of one construction project per community
 - On-site engineering support
 - Intended to provide the initial engineering needed for each local agency to complete at least one future TAP/SRTS application for construction funding.
- Deliverables include a final report on best practices and lessons learned

TAP Innovations In Progress

TAP Pilot Trail Route Feasibility Studies

- Innovation for long-term TAP obligation rate improvement
 - Pilots will inform how to routinely do this work in future equity target areas
 - All consultants will work together on a Playbook deliverable
 - Game Changer: 10-year construction rule eliminated in IIJA
 - MPOs eligible TAP grant recipients
1. **TAP Trunkline Pilot: M-72 Grayling Trail Feasibility and Planning**
 - Will need a breach in access permit from FHWA to go under I-75
 - Early Preliminary Engineering
 - Needed to develop what scope of work and consultant prequalifications need to be for the future
 - Basic engineering documentation for a future TAP construction application
 - Pre-NEPA analysis and planning

TAP Innovations In Progress

TAP Pilot Trail Route Feasibility Studies

2. TAP Small MPO Pilot: Midland MPO

- Trail route feasibility for all the trails in their new active transportation plan
- Will reduce list to a handful that look best for federal aid
- Early Preliminary Engineering for those
- Basic engineering documentation for a future TAP construction application
- Pre-NEPA analysis and planning

3. TAP Large MPO Pilot: Tri-County MPO

- Various feasibility aspects to funnel down the list
- Will reduce list to a handful that look best for federal aid
- Basic engineering documentation for a future TAP construction application
- Pre-NEPA analysis and planning
- Work to be delivered in 2025 for TAP construction applications in 2026 for construction funding in 2028-2030

Macatawa Greenway, Ottawa County, MI



Questions?

www.Michigan.gov/TAP
smithm13@michigan.gov